

ANNUAL REPORT

## board leadership

The cornerstone of Alameda County's transportation system lies within the leadership, vision and guidance of the CMA Board. The Board's commitment to improving all transportation modes is critical to serving Alameda County.

We thank the following 2006-2007 CMA board members for their dedication and vision.

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## alameda county congestion management agency

## ANNUAL REPORT

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# setting the stage



As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds and implements projects and programs for highway and transit expansion, local road improvements, transit maintenance and improvements to bicycle and pedestrian facilities.

IN 1990, CALIFORNIA VOTERS RECOGNIZED THE TREMENDOUS GROWTH in jobs and population throughout the state by passing Proposition 111. This proposition increased the statewide fuel tax to fund local, regional and state transportation projects and address growing congestion. It also required urban counties to designate an agency to coordinate transportation planning, funding and other activities aimed at managing congestion. Through a joint powers agreement with Alameda County and its 14 cities and local transit operators, the Alameda County Congestion Management Agency (CMA) was created in 1991 to fulfill this role and responsibility.

The CMA is Alameda County's transportation information and funding conduit. The CMA goals are to:

- Strengthen local jurisdiction's ability to compete for transportation funds;
- Give Alameda County a stronger voice in state and regional transportation decisions;
- Coordinate planning and development that crosses jurisdictional lines; and
- Generate and support legislation to coordinate local and regional policies on transportation investment.

Every two years, the CMA prepares a list of recommended congestion-reduction projects and programs for funding. This list is aimed at improving mobility for Alameda County residents, workers, visitors and goods while incorporating the diverse values and expectations of the region. In compiling this list the CMA relies on the partnership and cooperation of a number of other agencies such as:

- Alameda County Transportation Improvement Authority
- Metropolitan Transportation Commission
- California Transportation Commission
- California Department of Transportation
- Other CMAs in the region
- Every local jurisdiction and transit provider in Alameda County

The CMA's directive is clear: meet the transportation needs of Alameda County by managing congestion. The CMA looks forward to an exciting next year and will stay focused on delivering quality transportation projects and programs to Alameda County through:

- Solid plans, incorporating technical expertise and community input;
- Well-defined, achievable goals and supporting strategies;
- Collaboration with and cooperation of partner agencies;
- The continued leadership and vision of the CMA Board; and
- The continued commitment and dedication of the CMA staff.

This report highlights the various projects and programs the CMA undertook or accomplished during the 2006-2007 fiscal year.

# leadership

## A Statement from the Board

Scott Haggerty, Chair

**AFTER A FINANCIALLY CHALLENGING LAST YEAR,** transportation agencies across the state received positive news in their efforts to reduce congestion. On November 7, 2006, California voters approved a \$20 billion transportation bond to improve mobility, statewide. The bond includes several competitive programs, with the Corridor Mobility Improvement Account (CMIA) being the first to be programmed with \$4.5 billion.

Of this amount, \$1.8 billion is earmarked for Northern California, including approximately \$400 million for Alameda County. This substantial funding commitment will help the CMA implement projects to relieve congestion on some of the most heavily traveled routes in the county. To this end, the CMA stepped up efforts on four key transportation corridors: I-80, I-880 and I-680.

On Interstate 80, the most congested commute corridor in the region, an Integrated Corridor Mobility Project is underway to improve travel between the Carquinez and Bay Bridges. Improvements to the freeway include using technology to monitor the flow of traffic, adjust travel speeds dynamically and meter the flow of traffic. An array of improvements to local arterials is also scheduled.

Interstate 580, in eastern Alameda County, is the second most congested corridor in the Bay Area. It is also a vital link for major farm-to-market travel and workforce commute between the Central Valley and the Bay Area. To improve mobility, construction will begin in 2008 on an eastbound carpool lane from Hacienda Drive in Pleasanton to Greenville Road in Livermore. Over the next five years, plans include adding a westbound carpool lane, building a new interchange at I-580/SR-84, adding truck climbing lanes over the Altamont Pass and acquiring right-of-way needed for future transit expansion.

On Interstate 880, a critical corridor for freight movement, a southbound carpool lane is being added from Hegenberger Road in Oakland to Marina Boulevard in San Leandro. As a transportation gateway to the Port of Oakland, the Oakland International Airport and major mail distribution centers, this corridor also serves as an essential route between residential areas and employment centers in Alameda, San Francisco, Santa Clara, San Mateo and Contra Costa counties.

On Interstate 680, another congested corridor, the Smart Lane project continues to make strides toward implementation, with construction expected to begin in 2008. A Smart lane, sometimes known as a high occupancy toll lane, offers motorists the option of paying a fee to save time and avoid congestion.

In addition to concentrating on congestion relief projects, the CMA held its annual board retreat in March. Featured participants included: James Bourgart, Deputy Secretary of the Business, Transportation and Housing Agency; Will Kempton, Caltrans Director; John Barna, Executive Director of the California Transportation Commission; and Steve Wallauch of Lynn Suter & Associates.

A major focus of the retreat was the anticipated array of projects for the Corridor Mobility component of the state transportation bond. The Board also discussed: the California Transportation Commission's proposed project delivery council; removing barriers to timely delivery of projects; partnering with local transportation agencies in the delivery of projects; maintaining a pool of qualified contractors; and language for implementing legislation.

The Board continues to rely on the steady guidance of the CMA staff, whose technical knowledge, responsiveness and dedication has made possible the CMA's past accomplishments. In closing, it is important to recognize that the past 12 months have been extremely busy for the CMA as it mobilized its resources to successfully compete for funds from the transportation bond. The CMA expects to sustain this level of activity over the coming years as it manages the multitude of projects to meet the State's deadline. Completion of these projects will help bring much needed relief to residents and businesses in Alameda County and throughout the Bay Area region.

Scott Haggerty, Chair

#### A Statement from the Executive Director

#### Dennis R. Fay, Executive Director

This, our 16th year, has been very busy and rewarding. In November 2006, California voters approved a \$20 billion transportation bond that included several competitive programs. One of these programs, the Corridor Mobility Improvement Account (CMIA), is the first to be programmed. The CMA spent much of this past year preparing candidate projects for the CMIA. The candidates went through a series of iterations with the CMA Board, the Metropolitan Transportation Commission and, ultimately, the California Transportation Commission (CTC). The final list, adopted by the CTC in February 2007, includes approximately \$400 million for Alameda County:

- Interstate 80 Integrated Corridor Mobility Project
- Interstate 880 Southbound High Occupancy Vehicle (HOV) Lane
- Interstate 580 Eastbound HOV Lane
- Interstate 580 Westbound HOV Lane
- State Route 84/Interstate 580 Interchange
- Caldecott Tunnel 4th Bore

Anticipating CTC's final list, the CMA adopted several actions to accelerate delivery of the CMIA projects. In order to deliver these projects and other CMA programs, the Board approved a combination of additional staff positions and consultant assistance.

Beyond the CMIA projects, there are a number of other highlights:

- In October 2006, the CMA Board adopted the *Countywide Bicycle Plan* update and the first ever *Countywide Strategic Pedestrian & Walking Plan* prepared by ACTIA. These plans work together to chart a course for improved bicycle and pedestrian safety and access throughout the County. Each established a 25-year vision for bicycle and pedestrian improvements.
- In December 2006, the CMA initiated the first in a series of scheduled improvements in the I-580 Livermore Valley corridor. The initial project will enable Caltrans, the CMA and local agencies to manage construction impacts and incidents. It will also provide real-time traffic information before, during and after construction of the planned eastbound HOV lane.
- In 2007, the AC Transit International/Broadway/Telegraph Rapid Bus Transit project was completed.
- Altamont Commuter Express expanded service with a fourth mid-day train.

### Please continue to express your interest and offer your suggestions. With your involvement, we can—together—enhance the quality of life of Alameda County.

- In December 2006, the CMA Board approved the 2005-2006 Performance Report, State of Transportation in Alameda County. The report includes data on the condition of the roadway and transit system.
- In June 2007, the Tri-Valley Triangle Study modified results were adopted by the Board. The purpose of the study was to identify and sequence transportation projects that benefit the Livermore Valley region in the I-580, I-680 and SR-84 corridors.
- The I-680 Sunol Grade Smart lane will be the first high-occupancy toll lane in northern California. Construction is set to begin in 2008. The CMA has also designated the I-580 corridor in the Livermore Valley as the next potential Smart lane facility.
- With portions of the East Bay SMART Corridors program up and running, operations and maintenance have become a critical issue. As the number of corridors increases, so will costs. In April 2007, the CMA adopted a funding program to sustain the SMART Corridors program through 2009.
- In May 2007, the CMA approved the Berkeley Community-Based Transportation Plan, one of four pilot plans in Alameda County. These plans are intended to identify transportation needs and improvements in low-income communities. The Central Alameda County and West Oakland plans have been completed; the Central and East Oakland plan is nearing completion.
- The CMA was pleased to report that all jurisdictions were in conformance with the requirements of the Congestion Management Program.

#### **Challenges** also face the CMA in the coming year.

- Projects continue to move from development to construction. Controlling cost and managing schedules remains paramount.
- With new funding come heightened expectations and increased responsibilities of the agency. The CMA must maintain its excellent track record of delivering transportation projects and services.
- The great rate of agency growth requires solid management of workload and sound communication within the agency and with other agencies and the public.

Please continue to express your interest and offer your suggestions. With your involvement, we can—together—enhance the quality of life of Alameda County.

Dennis R. Fay, Executive Director

Dennis R. Fay

# highlighting agency actions



Community-based planning is a collaborative process with residents in low income neighborhoods to prioritize transportation barriers (reaching grocery stores, schools, jobs, etc.), solutions, costs and potential funding sources.

**TO HELP GUIDE AND IMPROVE ALAMEDA COUNTY'S TRANSPORTATION SYSTEM**, the CMA's activities can be viewed in three parts:

- Developing the planning documents that guide transportation development and funding decisions;
- Programming the funds to agencies for transportation improvements; and
- Implementing the projects and programs set forth in the planning and programming documents.

## Planning the Transportation System

The CMA prepares and updates the 25-year *Countywide Transportation Plan* and the shorter-range *Congestion Management Program* for Alameda County. Programs and projects found in these documents are aimed at reducing congestion and improving mobility and air quality.

#### **Guiding Documents**

**Vision** One of the CMA's primary responsibilities is to develop and periodically update the *Countywide Transportation Plan*. The plan is a long-range policy document that guides decisions and articulates the vision for the county's transportation system. Through goals, objectives and strategies, it lays the groundwork for an investment program tailored to the diverse needs of the county's residents, visitors and workers.

Through its funding allocation program, the Plan seeks to ensure that transportation investments—over the 25-year planning period—are efficient and productive, and that maintenance and management of the system remain high priorities. An update of the *Countywide Transportation Plan* is underway, including meetings with elected officials, the Technical Advisory Committee and the general public.

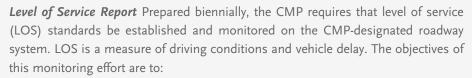
*Implementation* The *Congestion Management Program* (CMP) sets forth the fundamentals for implementing the long-range Countywide Transportation Plan. The CMP deals with day-to-day problems congestion causes, including:

- Setting level of service standards for roadways;
- Analyzing the impact of land development on transportation;
- Exploring ways to manage travel demand; and
- Developing a five-year capital improvement program.

#### **Monitoring Documents**

To measure progress toward the CMA's goals of reducing congestion and improving mobility and air quality, two documents are prepared.

Performance Report The Performance Report summarizes how the transportation system is functioning in Alameda County. The report also identifies transportation improvements to be considered in developing the Capital Improvement Program for the CMP and in updating the Countywide Transportation Plan. Performance measures outlined in the CMP address four modes of transportation: highway, transit, pedestrian and bicycle. Prepared annually, the CMA Board approved the most recent Performance Report in December 2006.



- Determine the average travel speeds and existing LOS throughout Alameda County;
- Identify roadway segments in the county that are operating at LOS F; and
- Identify long-term trends in traffic congestion on the CMP network.

The basic LOS standard for CMP monitoring purposes is LOS E. The CMA completed data collection and analysis in Spring 2006, with subsequent Board approval in the Summer. The next data collection effort will begin in Spring 2008.

#### **Other Studies**

The CMA also conducts special studies and manages planning programs, as needed. Some highlights from last year are noted below.

*Tri-Valley Triangle Study* The CMA, in collaboration with the Tri-Valley jurisdictions, completed a technical study to develop a long-range plan for improvements aimed at relieving congestion, not just along I-580, but also along the I-680 and SR-84 corridors. Recommendations focused on the most cost-effective improvements to mitigate congestion, consistent with transportation needs in the area. They include:





- I-580 westbound carpool/Smart lane and ramp metering;
- I-580 eastbound and westbound auxiliary lanes;
- I-580 eastbound mixed flow lanes;
- I-580 eastbound carpool/Smart lane;
- I-580 eastbound truck climbing lane over Altamont Pass;
- I-580/I-680 interchange improvements, Phases 1 and 2;
- I-680 ramp metering;
- I-680 southbound carpool/Smart lane;
- I-680 northbound carpool/Smart lane;
- BART right-of-way protection along I-580; and
- Route 84 improvements.

Central County Freeway Study The purpose of the Central Alameda County Freeway Study is to develop a prioritized list of state highway projects in the corridors (I-238, I-880 and I-580) that would have benefited from the Hayward Bypass and that can be constructed in the next 5 to 10 years. This prioritized list will form the Local Area Transportation Improvement Program (LATIP) which needs local support and approval by the CTC at two junctures: the Financially Unconstrained LATIP and the prioritized final LATIP. The Financially Unconstrained LATIP Project List includes 21 projects, currently estimated to cost \$600 million.

Caltrans has begun the process of rescinding the SR-238 Hayward Bypass, which will allow the excess right-of-way to be sold. The LATIP needs to be approved by the CTC by the time Caltrans begins selling the excess right-of-way purchased for the SR-238 Hayward Bypass or the funds will revert to the State Highway Account and will not be exclusively available for projects in Alameda County.



Community-Based Transportation Plans As part of a regionwide effort funded by MTC, four pilot plans are being conducted. The purpose of these plans is to identify and prioritize transportation needs and solutions in low income neighborhoods with transportation gaps. To date, the CMA has completed three community-based transportation plans: Central Alameda County in 2004; West Oakland in May 2006; and Berkeley in May 2007. The final plan, for Central and East Oakland, is in process and is expected to be completed in January 2008.

Countywide Bicycle Plan In October 2006, the CMA Board adopted an update of the Alameda County Bicycle Plan. Last updated in 2001, this effort reflected tremendous collaboration and coordination between the local jurisdictions, public agencies and the bicycle community. The update was led by Alameda County Technical Advisory Committee with input from ACTIA's Bicycle and Pedestrian Advisory Committee, ABAG, the East Bay Regional Park District (EBRPD), BART, AC Transit, Port of Oakland, UC Transit, LAVTA, MTC, Caltrans, the East Bay Bicycle Coalition and members of the public. The Plan was prepared and presented concurrently with ACTIA's Countywide Strategic Pedestrian & Walking Plan.

The Bicycle Plan has three investment levels: the 545-mile Vision network; the 201-mile Financially Constrained network; and the list of High Priority Projects. A key highlight of the plan was identifying high priority projects for implementation. Each jurisdiction, and the EBRPD and ABAG selected one high priority project from the Financially Constrained network, as well as identifying areas where better connections to transit could be made and where existing on-street bikeways should be rehabilitated. Jurisdictions are now focusing on securing funding for these projects.

Truck Demand Model In June 2007, the CMA was awarded a \$240,000 California Department of Transportation Planning Grant to Develop Tools for Improving Truck Demand Models in congestion management settings. The need to model truck activity is becoming more important as increased congestion affects the cost of moving goods. The study will use the Alameda Countywide Transportation Demand Model. A request for proposal is scheduled for release in February 2008 after appropriate funding agreements have been signed with MTC. The project is expected to last about 18 months.

The CMA evaluates funding applications and selects the proposed projects that will improve the transportation system and reduce congestion.

## Programming the Funds

Along with its planning responsibilities, the CMA programs funds from a variety of sources to implement projects. The CMA's activities promote early project development and timely project delivery by ensuring that federal, state and local funds are programmed effectively and efficiently. To further improve project delivery, the CMA has developed the "Exchange Program." This program provides a local funding source to expedite project delivery of phases that otherwise would have to wait for federal or state funding.

#### **Funding Sources**

The primary funding for CMA transportation investments is provided from a combination of federal, state and local programs.

Federal Surface Transportation Program The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through SAFETEA, the legislation by which the CMA receives federal monies. The CMA primarily programs STP funds to roadway projects, including resurfacing of local roads. The CMA programmed \$9.09 million of STP to local streets and road projects in 2006-2007.

Federal Congestion Mitigation Air Quality Program The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. The CMA primarily programs these funds to bicycle and pedestrian projects and Transportation for Livable Communities projects. The CMA programmed \$2.24 million of CMAQ and \$2 million of Regional Bicycle and Pedestrian Program to bicycle and pedestrian projects in 2006-2007.

State Transportation Improvement Program Under state law, the CMA works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). An augmentation of the 2006 STIP was approved in May 2007 and included \$45.66 million for projects in Alameda County.

Projects programmed in the Alameda County STIP include BART Oakland International Airport Connector, transit facilities, intermodal facilities and freeway widening projects. This program is updated during even numbered years and is included in the Congestion Management Program.

Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program.

#### The CMA provides technical assistance to project sponsors to implement their programs where necessary.

Transportation Fund for Clean Air Program State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of \$4 per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent are allocated to an overall program manager for each county—the CMA in Alameda County. Of the CMA's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

In the past, the CMA has used Transportation Fund for Clean Air Program (TFCA) funds to support an array of improvements such as shuttle buses, transit information, bicycle projects, regional ridesharing, the Guaranteed Ride Home Program and signal coordination. In fiscal year 2006-2007, the CMA programmed about \$1.84 million of TFCA. This program list is updated annually.

Local Exchange Program/CMA Transportation Improvement Program The CMA has established a "Local Exchange Program" to give project sponsors some flexibility to streamline and expedite project delivery. Under this Program, the CMA exchanges state and federal funds for local monies to create a local funding source. This funding source (CMA Transportation Improvement Program) gives project sponsors the flexibility of using local rather than state or federal funds.

The local funds also allow many projects to begin that would otherwise have been delayed due to the lack of available STIP funding. The CMA TIP program includes projects such as bus purchases, overpasses, intermodal facilities, local street and road improvements and arterial management projects.

#### **Other Funding Sources**

There are numerous other funding programs available. However, the CMA does not have a direct role in programming these funds.

- Federal Disaster Assistance
- Federal Transit Sections 5307 and 5309
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Measure B Sales Tax
- Local Bridge Tolls (Regional Measure 2)
- Local Gas Tax



## Implementing the Projects and Programs

In addition to programming the funds, the CMA is a leader in delivering key transportation projects throughout the county.

#### **I-580 Corridor Improvements**

Since 2000, congestion on I-580 has risen steadily, resulting in one of the worst commutes in the Bay Area. The CMA is currently working to deliver a package of projects aimed at reducing the mounting congestion commuters experience. A number of these projects received funding from the 2006 transportation bond measure, as implemented through the Corridor Mobility Improvement Account (CMIA). The following key projects are underway.

**I-580 Eastbound HOV Lane** The first major corridor project is the construction of an interim eastbound HOV lane from Hacienda Drive to Greenville Road (including auxiliary lanes at several interchanges). The environmental document, preliminary engineering and at-risk design are nearing completion, with construction anticipated to begin in Summer 2008. This project received CMIA bond funding.

**I-580 Westbound HOV Lane** This project will provide an HOV lane from Foothill Road in Dublin to Greenville Road in Livermore. Improvements include auxiliary lanes and a bus drop-off ramp to the Dublin/Pleasanton BART station. The environmental document and preliminary engineering are underway. CMA staff is finalizing the cooperative agreement to define the partnering roles for the various project phases. This project received CMIA bond funding.

I-580/I-680 Interchange Preparing for subsequent corridor improvements, the CMA is partnering with Caltrans in preparing a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The PSR will evaluate options to address significant congestion and to identify alternatives for further evaluation, including options for direct connection from: westbound I-580 HOV to southbound I-680 HOV; and northbound I-680 HOV to eastbound I-580 HOV. The

In addition to planning the system and programming the funds, the CMA implements projects and programs.



PSR will also evaluate HOV movements and update the master buildout plan for the I-580/I-680 interchange. The final draft PSR was submitted to Caltrans for final review and approval.

1-580/SR-84/Isabel Interchange The City of Livermore is sponsoring an effort to improve connections at the I-580/SR-84/Isabel interchange. The environmental document has been approved and concurrent design is underway. This project received CMIA bond funding.

1-580 Traffic Management Plan In December 2005, the CMA Board adopted a Traffic Management Plan (TMP) to address traffic during construction in the Tri-Valley corridor. Key elements of the strategy include providing: a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program; infrastructure capability to local and regional transit providers for express bus signal priority; and an Intelligent Transportation System (ITS) to address operational impacts during and after the construction. Construction of the ITS and Traffic Operation System are nearing completion. The system will be in operation in March 2008, prior to the kick-off of major construction on I-580.

1-580 Right-of-Way The CTC allocated TCRP funds to prepare a programmatic environmental document to establish a right-of way sufficient to accommodate a future median transit corridor and full standard freeway facilities. The CMA is currently finalizing funding agreements with Caltrans and ACTIA, as well as defining partnership roles.

1-580 Smart Lane Work has begun to bring a high occupancy toll lane, commonly referred to as a Smart lane, to the Tri-Valley area. This lane will give motorists the choice of paying a fee to use a faster-moving lane, thereby reducing their time in traffic. Preliminary options are being evaluated for freeway operations and revenue generation. The travel demand model has been calibrated and the results are being integrated into the operations modeling. In addition, technical studies are nearing completion.

1-580 Livermore Sound Walls As part of the Traffic Management Plan (TMP), sound walls have been constructed along the northern portion of I-580, just east of First Street in Livermore.

#### I-680 HOV/Smart Lane

Work on implementing the Smart lane through the Sunol Grade kicked off in 2005, including electronic toll collection system design and roadway design. The CMA is partnering with Caltrans to develop plans for all structure modifications required. Preliminary design and system engineering requirements began in Spring 2006. Funds are programmed in 2007/2008 with construction set to begin in 2008 and end in 2010.

#### I-880 Southbound HOV Lane Extension

A southbound carpool lane is being added on this heavily traveled corridor from Hegenberger Road in Oakland to Marina Boulevard in San Leandro. The environmental document is underway and CMA staff is awaiting a pre-award contract audit and a Cooperative Agreement from Caltrans. This project received CMIA bond funding.

#### **I-80 Integrated Corridor Mobility Project**

Efforts are underway to establish an Integrated Corridor Mobility project for the most congested freeway in the nine-county Bay Area, I-8o. This effort is intended to improve travel between the Carquinez and Bay Bridges. Various freeway improvements are being considered such as using technology to monitor traffic flow and adjust travel speeds, accordingly.

Although the CTC programmed funds for freeway construction elements, it did not provide project development funds. Instead, the CMA and the Contra Costa Transportation Authority are working in coordination to deliver project development. This project received CMIA bond funding.

#### **I-880 Safety and Operational Improvements**

The CMA's adopted Strategic Plan for I-880 includes various recommended improvements to increase safety and reduce delay. One effort underway is the 23rd/29th Avenue interchange improvement—it does not meet current design standards. Phase I project improvements consist of: relocating the northbound Lisbon Avenue on-ramp to begin at 29th Avenue; constructing a sound wall to reduce noise impacts to the Jingletown neighborhood; and lengthening the northbound auxiliary lane between 29th and 23rd Avenues. Conceptual design and stakeholder outreach has been completed. The PSR has been forwarded to Caltrans for final approval.





#### **Lifeline Transportation Program Implementation**

In June 2006, the CMA Board approved \$4.9 million to implement four Lifeline Transportation Plan (LTP) projects. The LTP, jointly administered by CMA and ACTIA, is intended to provide transportation improvements and services to low income areas with transportation gaps in Alameda County. Two of the LTP projects were initiated in January 2007 to provide increased frequency of transit service to low income residents in Hayward and Livermore. A shuttle service from West Oakland schools to the neighborhood library is anticipated to be launched in September 2007. Improved pedestrian access in Berkeley and Hayward is in process.

#### **SMART Corridors Program**

The East Bay SMART Corridors Program continues to make great strides in using current and evolving technologies to improve mobility. Sample strategies include remote traffic detectors, wireless devices, traffic cameras and transit priority signals. Over the years the system has been stable and service providers are able to respond quickly to issues that arise. Due to its success, SMART has evolved into a multi-year, multi-purpose program involving 29 public agencies. Ongoing projects are noted below.

San Pablo Corridor The program supports AC Transit's Rapid Bus along a 16-mile stretch of San Pablo Avenue, from Jack London Square in Oakland to Contra Costa College in San Pablo. The CMA is assisting project partners along San Pablo Avenue in Alameda and Contra Costa Counties by retiming 115 traffic signals to improve travel speed and safety.

Hesperian/International and Broadway/Telegraph Corridors AC Transit and the CMA have completed another Rapid Bus corridor—a 20-mile stretch connecting Bay Fair Center in San Leandro (Hesperian/International Boulevard) and UC Berkeley (Broadway/Telegraph). This includes all the SMART components noted above, as well as major bus transit improvements such as signal

#### The public website address for the SMART Corridors is: http://www.smartcorridors.com

upgrades, transit priority equipment, high-capacity articulated buses, stations and shelters, lighting and other bus-related enhancements. Construction of 20th Street/Uptown transit improvements is also complete.

Grand/MacArthur Corridor Transit Enhancements AC Transit commute buses experience delays at various intersections along West Grand Avenue and MacArthur Boulevard. Transit enhancements will reduce bus travel time by upgrading up to 12 traffic signals and using SMART Corridor strategies along the corridors from Eastmont Mall in East Oakland to the Transbay Terminal in San Francisco. Implementation will be modeled after the existing San Pablo and International/ Broadway/Telegraph SMART Corridors.

WiFi SMART Bus Currently, AC Transit has 80 Transbay buses equipped with on board WiFi service, making it possible for riders to use their portable computers during their commute. This is the largest public agency implementation of WiFi for bus transit application. It has been a successful installation and user numbers are high. In response to demand, AC Transit has requested an additional 12 buses equipped with WiFi service.

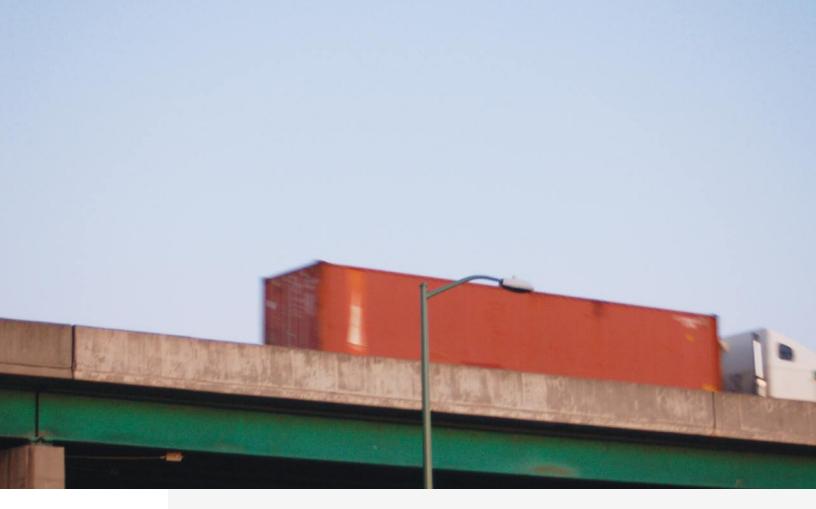
#### **BART Extension to Warm Springs**

Commuters to and from the South Bay are anticipating the 5.4mile BART Extension from central Fremont to southern Fremont (Warm Springs). ACTIA considers this project a first step toward extending BART to San Jose. The federal environmental documentation has been completed. Detailed design and early right-of-way acquisition are underway.

#### **BART Extension to Silicon Valley**

Environmental documents assessing the impacts of further extending BART to the Silicon Valley are being prepared. This includes evaluating the project with a terminus in Santa Clara, a Berryessa Station and a No Project alternative. Station area planning and financial analysis are moving forward. A draft is expected in Fall 2008 with the final document to be circulated in Spring 2009.





#### **BART Oakland Airport Connector**

This 3.2-mile project will provide a grade-separated connection between the Coliseum BART/ Amtrak Stations and the Oakland International Airport. Using an Automated Guideway Transit system, BART will operate in an exclusive right-of-way along Hegenberger Road. Preliminary engineering has been completed. Right-of-way and utility relocation is underway, with construction set to begin in 2008. BART is pursuing public-private partnerships.

#### SR-84 HOV Lane Extension and Direct Connector

This project will reduce delay to morning commuters approaching the westbound SR-84 HOV lane at Newark Boulevard by bypassing the traffic to reach the HOV lane at the Dumbarton Bridge Toll Plaza. The westbound HOV lane on SR-84, from Newark Boulevard to I-880, will be extended by widening the median area, adding a concrete barrier and realigning the freeway. The southbound I-880 off-ramp will be modified to provide an HOV bypass through the southbound I-880/SR-84 interchange, connecting to the extended westbound HOV lane.

Caltrans has completed the engineering and design services. The CMA and Caltrans are jointly developing a plan to fund construction. Caltrans will administer the construction contract and the CMA will have a project delivery representative on the construction management team.

#### **I-580 Sound Walls**

The design process to construct sound walls along parts of I-580 is underway. These sound walls are aimed at reducing noise impacts to adjoining neighborhoods in areas of San Leandro and Oakland.

#### **Caldecott Tunnel 4th Bore**

MTC, with partners—Caltrans, the CMA and the Contra Costa Transportation Authority—began the SR-24/Caldecott Tunnel Corridor Study in June 1999. This study addressed potential improvements to improve mobility along the SR-24 corridor. Passage of the 2006 transportation bond has made it possible to initiate construction of a 4th bore for the Caldecott Tunnel. In Fall 2007, the environmental document will be released for public review and comment. The CMA continues to coordinate with Caltrans on the project delivery. This project received CMIA bond funding.

#### **Dumbarton Rail Corridor**

The Dumbarton Rail Corridor Project will extend commuter rail service across the South Bay between the Peninsula and the East Bay. When the service starts in 2012, the rail corridor will link Caltrain, the Altamont Express, Amtrak's Capitol Corridor and BART, as well as East Bay bus systems, at a multi-modal transit center in Union City.

The reconstruction of the rail corridor will include track improvements, a new moveable rail bridge, four stations and a centralized traffic control system. Six round-trip trains will travel from Union City during peak commute hours. Three of these trains will travel to San Francisco and three to San Jose.

The Draft Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) are in process. They are expected to be complete September 2008, with the Final EIS/EIR completed in June 2009.

#### **Guaranteed Ride Home Program**

Through the Guaranteed Ride Home Program, the CMA offers transit riders, carpoolers, pedestrians and bicyclists a taxi voucher should they unexpectedly be required to stay at work beyond transit operating hours or need to get home quickly for an emergency. It is intended to overcome barriers to ridesharing, reduce congestion and help improve air quality.



# 2006-2007 actions at a glance

Fiscal year 2006-2007 was the CMA's busiest year yet.

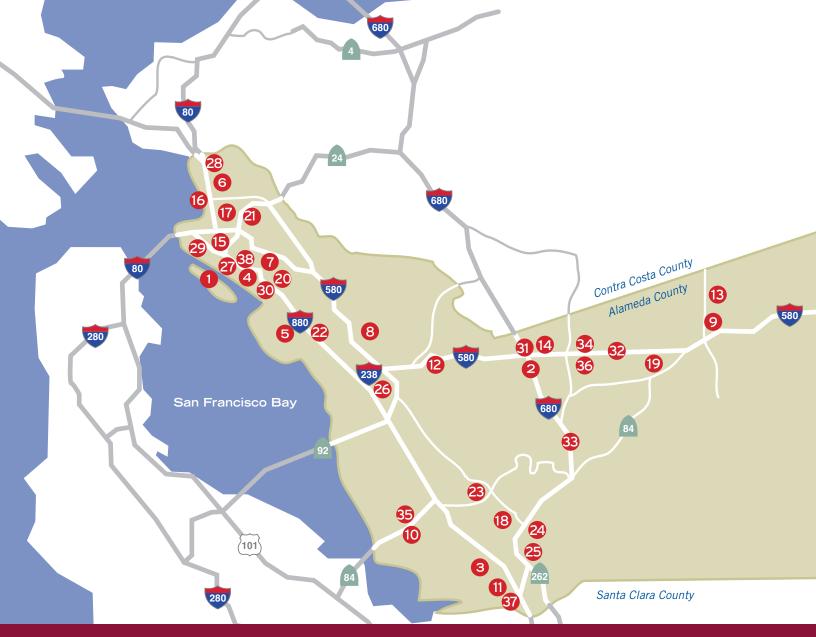


## **Planning the System**

KEY	SPONSOR	PROJECT	STATUS
	CMA	Countywide Transportation Plan	Update Underway
		Congestion Management Program	Update Underway
		Performance Report	Updated 2007
		Level of Service Report	Updated 2006
		CBTP, Central Alameda County	Completed 2004
		CBTP, West Oakland	Completed 2006
		CBTP, Berkeley	Completed 2007
		Bicycle Plan	Completed 2006
		Tri-Valley Triangle Study	Completed 2007
		Transportation for Livable Communities	Ongoing

## **Programming the Funds**

KEY*	SPONSOR	PROJECT	STATUS
	AC TRANSIT	MIS Phase 2: Berkeley/Oakland/ San Leandro Corridor	Project Development
		Bus Acquisition	Ongoing
		District-Wide Facilities Upgrade	Ongoing
		Satellite-Based Global Tracking Communication System	Ongoing
		Wheelchair Bus Securement	Ongoing
1	ALAMEDA	Tinker Avenue Extension/ College of Alameda Transit Center	Project Development
2	BART	West Dublin/Pleasanton BART Station Improvements	Initial Stages
3		BART Extension to South Fremont	Project Development
4		Lake Merritt Channel Subway Repair	Project Development
5		Oakland Airport Connector	Project Development
		A/B Car Rehabilitation	Ongoing
		Automatic Fare Collection Modernization	Ongoing
		Platform Edge Tile Replacement	Ongoing
6	CALTRANS	I-80 Aquatic Park Noise Barrier	Initial Stages
7		I-580 Soundwalls: Oakland	Project Development
8		I-580 Soundwalls: San Leandro	Project Development
9		I-580 Soundwalls: Livermore	Project Development
10		Route 84 WB Carpool On-Ramp to I-880	Project Development
11	CALTRANS/ACTIA	I-880 Carpool Lanes to Santa Clara County	Under Construction
		I-880 Warren Avenue Interchange	Under Construction
12		I-580/Castro Valley Interchange	Project Development
		Widening with E. Warren Grade Separation	Project Development
13	COUNTY	Vasco Road Safety Improvements	Project Development
14		East Dublin/Pleasanton BART Station Transit Village Parking Structure	Project Development
15	EMERYVILLE	Mandela Parkway Extension	Initial Stages
16		Ashby/Bay Interchange Improvements	Project Development
1 <i>7</i>		Emeryville AMTRAK Intermodal Transfer Station	Project Development
18	FREMONT	Washington Boulevard/ Paseo Padre Grade Separations	Project Development
19	LAVTA	Satellite Bus Operations Facility	Initial Stages
20	OAKLAND	I-880 Access at 42nd/High Street	Project Development
21		MacArthur BART Station Transit Village:Comprehensive Plan	Project Development
22	SAN LEANDRO	Marina Boulevard Widening	Complete
23	UNION CITY	Intermodal Station: Phase I	Project Development
24	CMA/CALTRANS	I-680 Soundwalls	Under Construction
	CMA/ACTIA/CALTI	RANS	
25		I-680 NB Carpool Lane	Project Development
26		I-238 Corridor Improvements	Ongoing
27		I-880: Broadway/Jackson Improvements	Project Development



## **Implementing the Projects and Programs**

KEY	SPONSOR	PROJECT	STATUS
	ACE/CMA	ACE Trackage and Maintenance Improvements	Ongoing
28	CMA	SMART Corridors Operation and Management	Ongoing
29		Grand Avenue/I-880 HOV On-Ramp	Initial Stages
30		I-880: 29th/23rd Avenue Interchange Improvements	Project Development
31		I-580/I-680 Interchange Improvements	Project Development
32		I-580 HOV Lane	Project Development
33		I-680 Smart Carpool Lane	Project Development
34		I-580 Auxiliary Lanes	Ongoing
35		Ardenwood Park-and-Ride	Initial Stages
36		I-580 Corridor Implementation Plan	Initial Stages
		Guaranteed Ride Home Program	Ongoing
		Project Monitoring Program	Ongoing
		Highway Monitoring Program	Ongoing
37	ACTIA	I-880/Mission Interchange	Ongoing
38		International/Telegraph Rapid Bus Corridor	Ongoing

\*The illustrative map is not meant to depict the precise location of each project, but rather a more general picture of the geographic distribution of activities underway during the 2006–2007 fiscal year.

# looking forward

TASKED WITH IMPLEMENTING ALMOST \$400 MILLION in Corridor Mobility Improvement Account (CMIA) projects while moving forward with more than two dozen other major corridor projects and studies, the 2007-2008 Fiscal Year promises to be a very active time for the CMA.

In particular, the CMA is working in collaboration with the Contra Costa Transportation Authority to fund and manage project development in order to begin construction of the I-80 Integrated Corridor Mobility Project, using \$55.3 million of CMIA funding. Similarly, on both the I-580 Eastbound and Westbound HOV Lane projects, the CMA is completing environmental clearance and engineering work in anticipation of initiating \$174 million of construction work in the near future. The CMA is also completing the environmental phase on the I-880 Southbound HOV Lane Extension that will use \$94.6 million of CMIA funding for construction.

The CMA will complete design of the Smart lane to be built on southbound I-68o. This will be the first Smart lane to be implemented in northern California. It is expected to go to construction in 2008.

The CMA is also proposing two projects for the Trade Corridors Program, a \$2 billion portion of the infrastructure bond measure passed along with the CMIA in November 2006: safety and operational improvements along I-880 at 29th and 23rd Avenues; and constructing an eastbound I-580 Truck Climbing Lane over the Altamont Pass.

The CMA will also undertake a major update of its Countywide Transportation Plan in the coming year. This updated plan will provide Alameda County's input to the update of the regional transportation plan by MTC.

Since the passage of the Proposition 1B infrastructure bond in November 2006, the State's fiscal situation has worsened and the State is considering measures to address an estimated \$14 billion budget deficit. It is conceivable that the State may consider delaying the issuance of the bonds authorized under Proposition 1B or budget cuts that may impact the delivery of congestion relief and mobility projects in Alameda County.

State economic uncertainties notwithstanding, the CMA's objectives remain clear: meet the transportation needs of Alameda County residents and businesses by managing congestion. The CMA looks forward to a challenging year and will stay focused on delivering cost-effective transportation projects and programs to Alameda County taxpayers through:

- Well-defined, achievable goals and complementary strategies;
- Professional plans, incorporating technical expertise and community input;
- Collaboration with, and cooperation of, partner agencies;
- Continued leadership and vision of the CMA Board and Committees; and
- The continued commitment and dedication of the CMA staff.

### Management's Discussion and Analysis

For the Year Ended June 30, 2007

THIS SECTION PRESENTS A DISCUSSION AND ANALYSIS of the CMA's financial performance during the fiscal year ending June 30, 2007. Please read it in conjunction with the CMA's basic financial statements and notes to those statements following this section. The notes provide additional information that is essential for a full understanding of the data provided in the government-wide and fund financial statements.

#### **Overview of the Financial Statements**

As required by the Governmental Accounting Standards Board, the CMA's principal financial statements include the following:

- A Statement of Net Assets (showing agency wide assets and liabilities)
- A Statement of Activities (showing agency wide revenues and expenses)
- A Balance Sheet (showing assets and liabilities by fund)
- Statements of Revenues, Expenditures and Changes in Fund Balances—Governmental Funds (showing revenues and expenses for the General Fund, Exchange Fund and the Non-major Governmental Funds which include the Transportation Fund for Clean Air (TFCA Fund) and the Measure B Fund.
- A Statement of Revenues, Expenditures and Changes in Fund Balance—Budget and Actual for the General Fund (showing budget versus actual revenue and expenses)

#### **Financial Highlights**

Financial highlights for fiscal year 2007 include the following:

- The CMA's total net assets for all funds was \$8,491,803, an increase of \$1,160,226 over the prior fiscal year.
- Total revenues of governmental funds increased by 34.5 percent from \$31,563,261 for fiscal year 2005-06 to \$42,442,783 for the past year due to increases in project activity. Similarly, the CMA's expenditures increased by 27.1 percent from \$32,493,639 in fiscal year 2005-06 to \$41,299,139 in fiscal year 2006-07 in response to increased project activity.
- The CMA's total cash and investments (restricted and unrestricted) totaled \$17,227,398, a decrease of \$12,943,470 or 42.9 percent from the prior fiscal year.
- The General Fund reported a net increase in fund balance for the year of \$344,958. The final budget planned an excess of revenues over expenditures of \$769,864.
- At June 30, 2007, the CMA reported positive fund balance for all four funds (General Fund, Transportation Fund for Clean Air, Measure B Fund and Exchange Fund). The same situation held true for the prior fiscal year.



#### **Financial Information**

The CMA maintains four funds: General Fund, Exchange Fund, Transportation Fund for Clean Air and Measure B Fund. Following is a discussion of the results of operations of each fund during fiscal year 2006-07.

General Fund The CMA uses the General Fund as its chief operating fund. This fund is used for preparing the Congestion Management Plan and programming federal, state and local funds to implement the plan. The CMA's focus is on assisting sponsors in delivering currently funded or programmed projects. Table 1 shows General Fund revenues and expenditures for the two most recent fiscal years.

Total General Fund revenues increased during the last fiscal year by 26.0 percent while expenditures rose at a slightly lower rate at 25.0 percent. As a consequence, fund balance increased by \$344,958, leaving an ending fund balance of \$683,486. Beginning fund balance was restated by \$1,203,596 as a result of the CMA reporting the Measure B Fund as a separate fund effective July 1, 2006.

Table 1. General Fund Revenues and Expenditures

Total Revenues Total Expenditures	FY 2006–07 \$34,500,727 34,786,600	FY 2005-06 \$27,381,052 27,839,877	PERCENT CHANGE 26.0%
Excess of Revenues	34,780,000	2/,039,0//	25.0
Over (Under) Expenditures	(285,873)	(458,825)	(37.7)
Operating Transfer In	630,831	_	100.0
Net Change in Fund Balance	344,958	(458,825)	(175.2)
Beginning Fund Balance (restated)	338,528	2,000,949	(83.1)
Ending Fund Balance	\$683,486	\$1,542,124	(55.7)%

The CMA receives revenue from a wide variety of sources. Table 2 demonstrates the diversity of revenue sources to the General Fund during the past fiscal year.

Table 2. General Fund Revenue Sources

	REVENUES	PERCENT OF TOTAL REVENUE
Member Agency Fees	\$761,984	2.2%
MTC	784,609	2.3
MTC RM2	15,426,270	44.7
CalTrans	3,735,231	10.8
TFCA	532,589	1.6
BAAQMD	731,975	2.1
AC Transit	5,346,492	15.5
ACTIA/ACTA	1,755,907	5.1
Revenue from Exchange Fund	5,149,658	14.9
Miscellaneous	236,271	0.7
Interest	39,741	0.1
Total General Fund Revenues	\$34,500,727	100.0%

Exchange Fund Under the Exchange Program, the CMA entered into agreements with several local agencies to exchange the CMA's state or federal funds with other governments' local funding for various transportation projects. This program is used to expedite projects by giving project sponsors the flexibility of using local funds rather than more restrictive state or federal funds.

The following shows funds received through exchanges through June 30, 2007:

AC Transit	\$24,182,500
BART	8,100,000
City of Fremont	2,196,900
City of Dublin	4,230,000
City of Livermore	4,580,000
Santa Clara Valley Transportation Authority	558,000
West Dublin BART Station	675,000
Total Exchanged Funds	\$44,522,400

These funds were recognized as deferred revenue at the time the CMA received the funds, and are being recognized as revenue as qualifying expenses are incurred. \$28,146,125 of these Exchanged Funds have been expended as of June 30, 2007.

Transportation Fund for Clean Air This program generates about \$1.8 million annually for Alameda County transportation projects that improve air quality. In the past, the CMA has used these funds to support an array of projects such as shuttle buses, transit information, bicycle projects, regional ridesharing, the Guaranteed Ride Home Program and signal coordination.

Measure B Fund The CMA established a separate fund to account for the Measure B monies received from ACTIA and used to pay Alameda County's share of the operating costs of the Altamont Commuter Express (ACE). Previously, this program was reported in the General Fund. This program generated \$2.3 million of revenues during the year, \$1.8 million of which was passed through to ACE.

Agency-wide Expenses increased by 26.9 percent in fiscal year 2006-07 over the prior year due to increased project activity. Program Revenues (those revenues available to the CMA through grants from agencies such as the MTC, Caltrans, Alameda County's Measure B and others) increased by 33.6 percent over fiscal year 2005-06 due to increased project activity. Similarly, General Revenues (which include revenues from the Exchange Fund and annual dues from member agencies) increased by 37.1 percent between fiscal years 2005-06 and 2006-07. Changes in both revenues and expenditures since the prior year are summarized as follows:

The CMA's net assets increased by 15.8 percent between fiscal years 2005-06 and 2006-07. Tables 3 and 4 present a summary of the CMA's Statement of Net Assets.

Table 3. Total Revenues and Expenses

<b>Ending Net Assets</b>	\$8,491,803	\$7,331,579	15.8%
Beginning Net Assets	7,331,580	8,295,464	(11.6)
Change in Net Assets	1,160,223	(963,885)	(220.4)
General Revenues	10,278,998	7,495,811	37.1
Net Program Expenses	(9,118,775)	(8,459,696)	7.8
Total Program Revenues	32,163,785	24,067,450	33.6
Total Expenses	FY 2006-07 \$41,282,560	FY 2005-06 \$32,527,146	PERCENT CHANGE 26.9%

#### Table 4. Total Assets and Liabilities

Total Assets	FY 2006-07 \$33,080,338	FY 2005-06 \$40,109,075	PERCENT CHANGE (17.5)
Total Liabilities	24,588,535	32,777,496	(25.0)
<b>Total Net Assets</b>	\$8,491,803	\$7,331,579	15.8%
Components of Net Assets:			
Restricted	\$7,759,076	\$7,443,902	
Unrestricted	683,486	(144,985)	
Invested in Capital Assets	49,241	32,662	
	\$8,491,803	\$7,331,579	



#### Statement of Governmental Funds for the Year Ended June 30, 2007

			•	
	GENERAL FUND	EXCHANGE FUND	NON-MAJOR GOVERNMENTAL FUNDS	TOTAL GOVERNMENTAL GUNDS
ASSETS				
Cash and Investments	\$32,079	\$	\$	\$32,079
Restricted Cash and Investmen	nts	15,217,048	1,978,271	17,195,319
Accounts Receivable	14,208,149		1,496,789	15,704,938
Interest Receivable		63,476		63,476
Interfund Receivable		6,455,282		6,455,282
Prepaid Items	35,285			35,285
Total Assets	\$14,275,513	\$21,735,806	\$3,475,060	\$39,486,379
LIABILITIES AND FUND BALAN	ICES			
Liabilities				
Accounts Payable	\$6,901,905	\$1,032,147	\$43,369	\$7,977,421
Accrued Liabilities	234,840			234,840
Interfund Payable	6,455,282			6,455,282
Deferred Revenue	16,376,274			16,376,274
Total Liabilities	\$13,592,027	\$17,408,421	\$43,369	\$31,043,817
Fund Balances Unreserved, designated				
for health care benefits	\$556,417			\$556,417
Unreserved, undesignated	127,069	4,327,385	3,431,691	7,886,145
Total Fund Balances	\$683,486	\$4,327,385	\$3,431,691	\$8,442,562
Total Liabilities and Fund Balances	\$14,275,513	\$21,735,806	\$3,475,060	\$39,486,379

As shown on the Statement of Revenues, Expenditures and Changes in Fund Balance-All Governmental Funds below, significant variances exist between the original and final budget amounts and what was finally recorded as actual revenues or expenditures at year-end. The primary reason for the differences between the original and final budget is that the original budget is prepared well before the budgets of contributing agencies (such as Caltrans) are finalized. Therefore, the original budget is based on anticipated actions on the part of other agencies that often are not known until several months later, when the final budget is prepared. With regard to the variance between final budget and actual, the differences are almost entirely due to delays in project schedules that result in both grant revenue reductions because the Agency is on a reimbursement basis as well as reductions in expenditures due to delays in implementing projects. For these reasons, the variance between final budget and actual for revenues (19 percent) approximated the variance for expenditures (17 percent).

#### Statement of Revenues, Expenditures and Changes in Fund Balances— All Governmental Funds—for the Year Ended June 30, 2007

	ACTUAL	ORIGINAL	BUDGET FINAL	VARIANCE WITH FINAL BUDGET POSITIVE (NEGATIVE)
REVENUES				
Grants				
MTC	\$784,609	\$1,134,333	\$1,148,333	\$ (363,724)
MTC RM2	15,426,270	17,650,220	17,283,000	(1,856,730)
CalTrans	3,735,231	6,966,581	4,550,113	(814,882)
TFCA	532,589	1,113,600	1,053,935	(521,346)
BAAQMD	731,975			731,975
AC Transit	5,346,492	8,131,925	5,715,833	(369,341)
Other	228,991	9,376,681	309,333	(80,342)
Revenue from Member Agencies	761,984	761,984	761,984	0
Revenue from Exchange Fund	5,149,658	7,267,331	6,840,018	(1,690,360)
Interest	39,741	20,000	30,000	9,741
ACTIA/ACTA	1,755,907	5,963,950	5,190,000	(3,434,093)
Miscellaneous	7,280			7,280
Total Revenues	\$34,500,727	\$58,386,605	\$42,882,549	(8,381,822)

# Statement of Revenues, Expenditures and Changes in Fund Balances—All Governmental Funds—for the Year Ended June 30, 2007 (continued)

	ACTUAL	ORIGINAL	BUDGET FINAL	VARIANCE WITH FINAL BUDGET POSITIVE (NEGATIVE)
EXPENDITURES				
Current				
Salaries/Benefits	\$2,889,760	\$2,582,100	\$2,689,320	\$200,440
Board Meeting Per Diem	45,839	50,000	50,000	(4,161)
Travel, Transportation Special Events	50,284	75,000	75,000	(24,716)
Training	4,125	12,000	8,000	(3,875)
Office Space	349,491	323,243	323,243	26,248
Postage/Reproduction	25,269	30,000	25,000	269
Office Expenses	320,418	221,000	296,000	24,418
Computer Support	75,914	54,100	64,100	11,814
Website Service	11,458	20,000	20,000	(8,542)
Insurance	7,691	12,000	12,000	(4,309)
Legal Counsel	142,400	97,000	97,000	45,400
Annual Audit	36,774	40,000	40,000	(3,226)
EDAB Membership	5,000	5,000	5,000	0
Interest	48,888	100,000	150,000	(101,112)
Consultants/Contractors	30,637,906	53,913,192	38,156,622	(7,518,716)
Legislative Advocacy	98,438	98,400	98,400	38
Miscellaneous	1,699	3,000	3,000	(1,301)
Capital Outlay	35,246			35,246
Total Expenditures	\$34,786,600	\$57,636,035	\$42,112,685	(7,326,085)
Excess of Revenues over				
(under) Expenditures	(285,873)	750,570	769,864	(1,055,737)
OTHER FINANCING SOURCES Net Change in Fund Balances	(USES) 344,958	750,570	769,864	(424,906)
Fund Balances July 1, 2006 as restated	338,528	2,012,048	2,269,927	(1,931,399)
Fund Balances June 30, 2007	\$683,486	\$2,762,618	\$3,039,791	\$(2,356,305)

#### **Summary of Known Facts, Decisions or Conditions**

In November 2006, California voters approved a \$20 billion transportation bond measure of which approximately \$4.5 billion was earmarked for the CMIA. The CTC included the following Alameda County projects in the list adopted by the CTC in February 2007:

- I-80 Integrated Corridor Mobility Project (\$87.7 million cost, \$55.3 million from CMIA). Work is being performed in conjunction with the Contra Costa Transportation Authority.
- I-880 Southbound HOV Lane, Hegenberger to Marina (\$108 million cost, \$94.6 million from CMIA).
- I-580 Eastbound HOV (\$153.7 million cost, \$72.2 million from CMIA).
- Route 84/I-580 Interchange (\$153 million cost, \$68 million from CMIA).
- I-580 Westbound HOV Lane (\$145.4 million cost, \$101.7 million from CMIA).
- Caldecott Tunnel 4th Bore (\$420 million cost, \$175 million from CMIA). Work is being performed in conjunction with the Contra Costa Transportation Authority.

Of the \$4.5 billion available statewide, northern California received \$1.8 billion. Alameda County received approximately \$400 million, or 22 percent of this total. The CMA is cooperating with other partners in project development work on each of these major congestion relief projects.

The CMA is also seeking funding through the Trade Corridors Program, a \$2 billion program included in the Infrastructure Bond Program approved by voters along with the CMIA program. Projects which are candidates for funding through the CMA are:

- The 7th Street rail grade separation;
- Port of Oakland Outer Harbor intermodal terminal;
- I-880 improvements at 23rd and 29th in Oakland; and
- I-580 Truck Climbing Lane.

In addition, legislation was recently enacted that would eliminate the sunset date for the CMA's Smart lane projects on I-680 over the Sunol Grade and on I-580 in the Livermore Valley. The new law allows sponsoring agencies, such as the CMA, to bond against the revenue derived from tolls to finance additional improvements.

#### **Requests for Information**

This financial report is designed to provide a general overview of the CMA's finances for all those interested in government finances. Questions concerning any of the information provided or requests for additional financial information should be addressed to the CMA's Office of Accounting.

## staff commitment

Dedicated to serving Alameda County, the CMA employs 22 full-time staff members. The staff manages planning studies, funding allocations, design and construction consultant contracts and fiscal affairs. In addition, the staff serves as liaisons to project sponsors, other planning and funding agencies within and beyond the county and legislative representatives in both Sacramento and Washington, D.C.

Dennis R. Fay, Executive Director

Frank Furger, Chief Deputy Director

Jean Hart, Deputy Director of Planning

Dick Swanson, Director of Finance and Administration

Yvonne Chan, Accounting Manager

Christina Muller, Manager of Administration and Human Services

Cyrus Minoofar, Manager of Intelligent Transportation Program

Matt Todd, Manager of Programming

Ray Akkawi, Manager of I-580 Corridor

Beth Walukas, Manager of Planning

Bijan Yarjani, Senior Transportation Engineer

Vivek Bhat, Associate Transportation Engineer

Martin Lanner, Information Technology Specialist

Diane Stark, Senior Transportation Planner

Saravana Suthanthira, Senior Transportation Planner

Liz Brazil, Contracts Administrator

Sammy Ng, Senior Accountant

Jacki Taylor, Engineering Assistant

Victoria Winn, Administrative Assistant

Claudia Magadan, Administrative Assistant

Gladys Parmelee, Executive Assistant & Board Secretary

Myrna Portillo, Receptionist

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